

COMPREHENSIVE PLAN POLICIES IMPLEMENTING THE JOINT LAND USE STUDY

Goal 3.3: To protect the current and long-term viability of military and public airfields for purposes of promoting a diverse local economy that supports rewarding jobs and quality of life for County residents, and support effective and safe training environments for the Nation's military forces while protecting the health and safety of the County's citizens.

Objective 3.3.A: The County will ensure that future development within adopted Military Airport Zones (MAZs) and Public Airport Zones (PAZs) will not negatively impact current and long-term viable use of the airfield, will promote health and welfare by limiting incompatible land uses, and allow compatible land uses within such areas.

Policy 3.3.A.1: The County hereby establishes military airport zones (MAZ) and public airport zones (PAZ) that will serve as overlay districts, within which growth management policies and regulatory techniques shall guide land use activities and construction in a manner compatible with the long-term viability of airports and military installations and the protection of public health and safety.

For Naval Air Station Whiting Field North and South, and for Naval Outlying Landing Fields Spencer, Harold, Santa Rosa, Holley, and Pace, the MAZ boundaries extend approximately one half mile from the perimeter of each airfield and encompass all Air Installation Compatible Use Zones (AICUZ) and noise zones. For NOLF Choctaw, MAZ boundaries encompass that area west of State Road 87, north and east of East Bay, and south of the Yellow River.

For Peter Prince Airport, the PAZ boundaries extend one half mile from the runway.

MAZ and PAZ boundaries appear on Maps 3-11 through 3-18 of the Future Land Use Map Series.

Policy 3.3.A.2: Future Land Use Map amendments and rezonings within the southeast area of the NOLF Choctaw MAZ that would allow for increased gross residential densities are limited to no more than four dwelling units per acre.

Within all other MAZs and PAZs, Future Land Use Map amendments and rezonings that would allow for increased gross residential densities are prohibited.

Exceptions may be considered only when a proposed rezoning is necessary in order to rectify a zoning designation for a parcel that is inconsistent with the zoning of adjacent properties, providing such exception would not adversely

affect military operations. It is the intent of this policy that those exceptions be rare.

Policy 3.3.A.3: Conservation and agriculture uses adjacent to military airfields provide a buffer between the airfield and incompatible development; therefore, the County will, whenever feasible, support efforts to purchase conservation lands, conservation easements or agriculture easements, and will encourage the establishment of conservation or agriculture easements as part of development plans.

Policy 3.3.A.4: The County shall encourage the location of compatible commercial and industrial uses adjacent to or within MAZ and PAZ boundaries at locations where roads, water, and sewer are available and such uses will not adversely impact existing established residential neighborhoods.

Policy 3.3.A.5: The County shall review Comprehensive Plan amendments for compatibility with the Whiting Field Air Installation Compatible Use Zone program and the Santa Rosa County Joint Land Use Study. The Santa Rosa County Board of County Commissioners may deny a petition for a Comprehensive Plan amendment if determined that such amendment is incompatible with the AICUZ program or the Joint Land Use Study.

Objective 3.3.B: Continue to foster meaningful intergovernmental coordination between the County, the military, and the Federal Aviation Administration to ensure that land use decisions are not in conflict with military operations or federal aviation standards, and that such decisions promote the health and safety of the County's public.

Policy 3.3.B.1: The County shall further protect the current and long-term viability of military installations and airports through effective coordination and communication with NAS Whiting Field and the U.S. Department of Defense.

Policy 3.3.B.2: The Local Planning Board will include, as ex-officio members, appropriate local Department of Defense representatives to advise on land use issues with the potential to impact military facilities or operations.

Policy 3.3.B.3: All applications for site plan or subdivision review, variances, conditional uses and special exceptions located within an MAZ and proposed amendments to the Land Development Code or Comprehensive Plan shall be referred to the appropriate local Department of Defense officials for review and comment.

Policy 3.3.B.4: The location of a telecommunications tower will require written evidence that the tower meets the approval of the appropriate local Department of Defense officials.

Policy 3.3.B.5: The County shall require applicants of development within the Peter Prince PAZ or other areas of the County to obtain necessary approvals from the Federal Aviation Administration (FAA) for development encroaching jurisdictional airspace controlled by the FAA.

Policy 3.3.B.6: The County will continue to coordinate with NAS Whiting Field representatives regarding the County's economic development program. Such coordination will occur primarily through TEAM Santa Rosa and may include such things as ex-officio membership on the TEAM Santa Rosa Board of Directors and joint use of military facilities for commercial, industrial, or community activities when appropriate.

Objective 3.3.C: Inform prospective residents and property owners within a MAZ or PAZ of the impacts inherent to military installations and airports, including but not limited to noise and other similar nuisances and accident potential risks.

Policy 3.3.C.1: Within MAZs and PAZs, the proximity of property to an airfield must be disclosed by the seller at the earliest possible stage of any land sales activity.

Policy 3.3.C.2: The County will facilitate the provision of information to the public regarding the location of military and public airfields and impacts typically associated with these facilities through such means as posting maps on the County's website, installing signage near airfields where appropriate, and requiring MAZ and PAZ, accident potential zone, and noise zone information on site plans and subdivision plats.